



**ARIZONA STATE SENATE**  
*Fifty-Second Legislature, Second Regular Session*

**FINAL AMENDED**  
**FACT SHEET FOR H.B. 2373**

regional transportation authority; membership; election

Purpose

Modifies membership and regional transportation plan election requirements of a Regional Transportation Authority (RTA).

Background

Current statute authorizes the Board of Supervisors (BOS) of a county with a population between 400,000 and 1.2 million persons to establish a RTA. A RTA is a public, political, tax levying public improvement and taxing subdivision of the state and a municipal corporation. The membership of the RTA includes the county, each municipality in the county and any other members of the regional council of governments.

Subject to voter approval, current statute directs a RTA to develop a 20-year regional transportation plan financed by a county-wide transportation excise tax. The regional transportation plan determines the multimodal mix of transportation priorities and initiatives that include regional transportation corridors by priority and a construction schedule. Both the regional transportation plan and the excise tax are presented to qualified electors as ballot measures. If either ballot measure fails, both fail and the regional transportation plan is not implemented. If a substantial change occurs to an implemented regional transportation plan, the county BOS must submit the revised regional transportation plan on the ballot of the next general election. A regional transportation fund is established for the RTA consisting of monies received from the county transportation excise tax; appropriated monies from the legislature or member municipalities or counties of the RTA; monies from public or private sources; monies from issued bonds; and federal monies. Current statute allows no more than \$300,000 of the RTA fund to be used for planning, technical and administrative staff purposes (A.R.S. Title 48, Chapter 30).

There is no anticipated fiscal impact to the state General Fund associated with this legislation.

Provisions

1. Modifies membership of a RTA to require only members of the regional council of governments that are from the county that established the RTA.
2. Allows distribution of the greater of one percent of revenues collected from a county transportation excise tax or \$300,000 in order to hire professional planning, technical and administrative staff for execution of a regional transportation plan.

3. Requires the majority of eligible voters in a county to approve the regional transportation plan in the county and the levy of transportation excise tax in order for the excise tax to be implemented.
4. Allows the RTA to submit a subsequent ballot question within five years, if the regional transportation plan is approved by the majority of eligible voters but the transportation excise tax fails to be approved.
5. Stipulates that if the majority of eligible voters in a county approve the regional transportation plan and the levy of county transportation excise tax, the tax will begin on April 1 and will be in effect not more than 20 years.
6. Specifies that if the majority of eligible voters fail to approve a substantial change to the regional transportation plan, the RTA Board of Directors will continue implementation of the previously approved regional
7. Defines terms.
8. Makes technical and conforming changes.
9. Becomes effective on the general effective date, retroactive to July 1, 2015.

House Action

RED            2/2/16    DPA    8-0-0-0  
3<sup>rd</sup> Read       2/16/16            60-0-0

Senate Action

TRANS       3/8/16    DP    6-0-2  
3<sup>rd</sup> Read       2/16/16            28-0-2

Signed by the Governor 5/17/16  
Chapter 295

Prepared by Senate Research  
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KN/ljs